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Photograph by Willard Price

BOAT POLES REST WHILE CHOPSTICKS ARE BUSY

Lunch afloat for canal boatmen is conjured up in a makeshift galley from a tea kettle and a pan of rice. Chopsticks (called "Nimble Lads") deftly empty each man's rice bowl. The heavy mast (upper right) can be uprooted and laid low to permit the boat to pass under bridges. The lunchtime scene is common along the Grand Canal, one of China's inhabited waterways (Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Rajkot, Where Gandhi's One-Man Revolt Took Place

IN comparison with the rest of India, Rajkot State is no larger than the fuse on a powder keg. Yet for a tense four days in early March it threatened to set off a political explosion to rock an Empire. There Mohandas Karamchand Gandhi staged his self-imposed fast as a protest against the failure of Rajkot's prince to carry out promises of democratic reform.

Rajkot normally is a quiet little state, less than one-fourth the size of Rhode Island. Like 25 per cent of India's area, it is ruled not as a British province but as a feudal state under a native hereditary prince, who maintains political relations with a resident British official. It is one of the higher-ranking states of 134 grouped under the jurisdiction of the Western India States Agency, which governs Kathiawar Peninsula and adjoining regions.

Hub of Kathiawar Peninsula, Gandhi's Boyhood Home

The small agricultural state of Rajkot, with its single population center—also called Rajkot, the capital—lies near the center of the Kathiawar Peninsula, which juts into the Arabian Sea from India's northwest shore. For a century the city of Rajkot has been the seat of British authority in the peninsula.

Kathiawar states have several times before claimed the special attention of Mahatma Gandhi. He was born in the coastal city of Porbandar, and walked the seashore there as a boy. He presided over the Kathiawar Conference in 1924, which condemned the classification of the lower castes as "untouchables." Porbandar, his birthplace, is connected by rail with Rajkot, scene of the recent fast.

The capital city has about 50,000 inhabitants, or some two-thirds of the population of the state of Rajkot. About three-fourths of them are Hindu. The city's influence throughout Kathiawar Peninsula is augmented by the Rajkumar College, established there in 1870 to educate the sons of princes and chieftains in preparation for the power they expect to inherit. A gymnasium and a cricket field expose the potentates-to-be to public school playfulness. Stables too play their part in the college curriculum, for the princelings are trained as cavalry officers.

The city of Rajkot owes much of its importance to the fact that it is the hub city of Kathiawar. Three railroads link it with four peninsular ports, on the Gulf of Cutch on the north, the Gulf of Cambay and the Arabian Sea on the south. Bombay (illustration, next page), the western gate of India, is 400 miles away by air—the largest of neighboring cities, and the political and commercial center of which Rajkot is normally a satellite.

India's Last Remaining Lions in Nearby Forests

At Rajkot the best highways of Kathiawar Peninsula also meet. Crude native carts, pack-bullocks, and horses still are the principal means of transport, but trucks and automobiles are slowly increasing in numbers in highway traffic.

Other institutions which make the city an educational center for Kathiawar are the Arts and Science College named for the Thakore (ruling prince), Training Colleges for men and for women, and a separate high school for girls.

Beyond the capital city, the state of Rajkot is 282 square miles of flat country, most of its stony surface in use for efforts at farming. Two-thirds of it is cultivated for grains, sugar cane, and cotton. Some of the poorer soil is pasture land, for horse and cattle breeding. The stone, quarried for building purposes, has been the basis for one of the few local industries.

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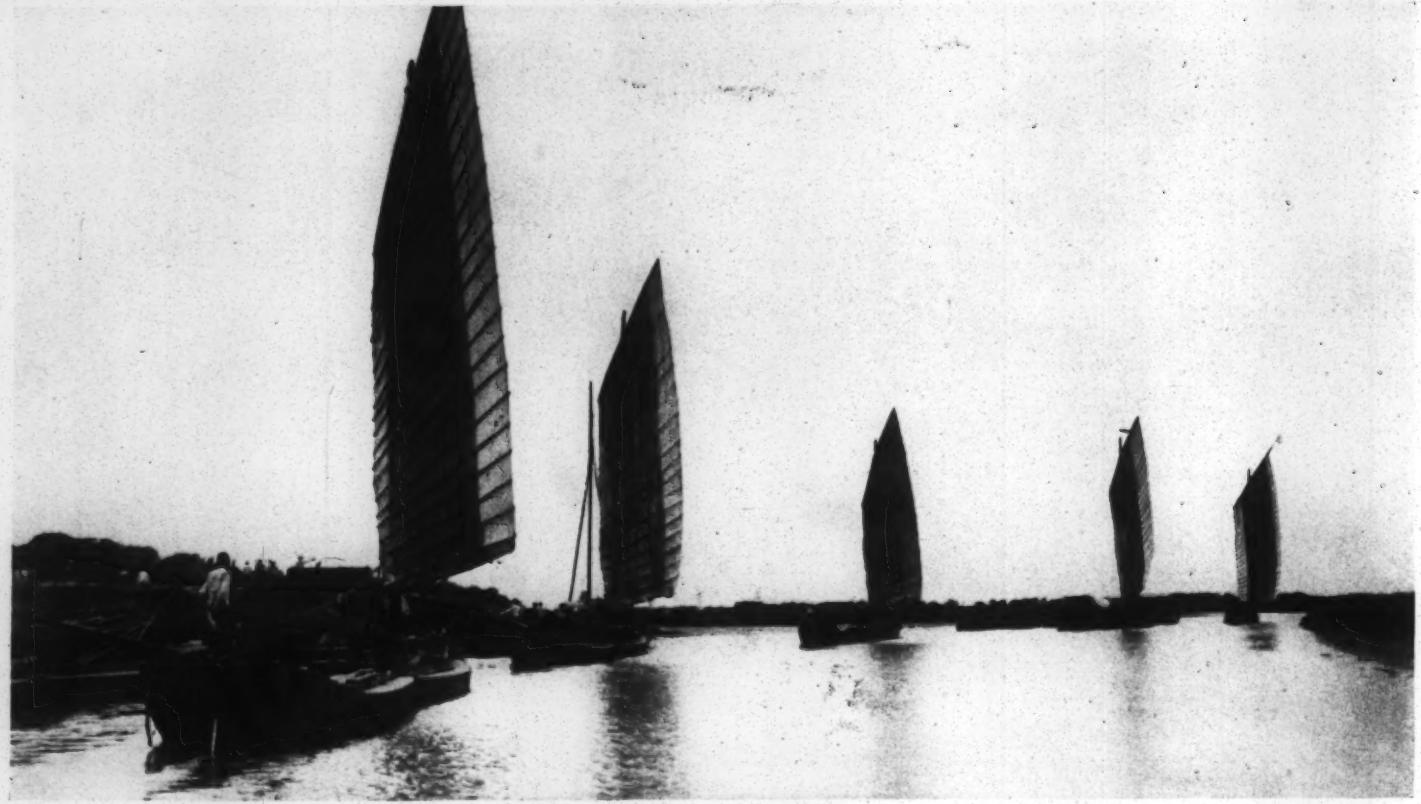

Photograph by Willard Price

"1,000 STROKES WITH THE OAR AND 10,000 PUSHES WITH THE POLE ARE NOT EQUAL TO A RAGGED SAIL"

For China's Grand Canal, 1,000 miles long, this old Chinese proverb is a reminder that it pays to have sails for coasting along on the breeze, to relieve slow coolies straining at towropes along the banks. To spread their entire expanse, the sails are stiffened with wooden battens. A four-pronged anchor hangs at the stern of the boat, lower left. Ease of navigating the 2,500-year-old canal has made Chinese excellent boatmen, but not seagoing sailors (Bulletin No. 3).

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Vatican Not the Pope's Only Home

CORONATION of the new Pope Pius XII called attention to the old papal custom of following up the coronation ceremonies at St. Peter's, the largest church in the world, with a significant visit to the smaller and older church of St. John Lateran.

The coronation visit by which each new Pope asserts his possession of the church and adjoining Lateran Palace recalls that for a thousand years this was the official residence of the head of the Catholic world.

The Vatican's almost overwhelming wealth of tradition and decoration blinds observers to the fact that it is a relative newcomer to the list of papal domiciles. Two other palaces, one French, preceded it. In addition, Castel Gandolfo, seventeen miles south of Rome, stands ready for summer service as a rural Vatican during papal vacation visits.

From Palace Sacked by Vandals to Fortress in France

Of the four homes, past and present, the Vatican alone did duty for the fifty-nine years of "voluntary imprisonment" from 1870 until 1929. During this period, no Pope left the Vatican, until the 1929 Lateran Accord settled disputes with the Italian government. Pius XI was the first since 1870 to visit the church of St. John Lateran, across the Tiber, a half-mile away from Vatican City, and to vacation in Castel Gandolfo.

The Lateran Palace, which adjoins the Church of St. John Lateran as the Vatican Palace adjoins St. Peter's, was papal property as early as 335 A.D., a gift from the Christian emperor of Rome, Constantine the Great. When Vandals swooped down to obscure the "grandeur that was Rome," the Lateran wealth lured them to sack the Palace and the "Golden Church." After fire and earthquake and abandonment, both church and palace have been almost completely rebuilt. The Lateran Palace is now a museum, containing relics of the worship of Hercules, mosaics from the sumptuous Baths of Caracalla, along with inscriptions from the dark recesses of early Christian Catacombs.

Pope's Rural Refuge Sends Farm Produce Down Appian Way

Papal housekeeping in the Lateran Palace broke up in favor of residence in Avignon, French town which Pope Clement VI bought from Queen Joanna of Naples. Nine popes, between 1309 and 1377, lived there under the protection and domination of French kings. Pope Innocent VI, belying his name, had the town fortified behind moated ramparts; even today thirty-nine towers keep watch above the city walls. The Papal Palace reflects the troubled times in which it was built (1335-65)—a stout fortress, studded with towers and girdled with high battlemented walls thirteen feet thick. At the persuasion of St. Catherine of Siena, the Popes moved from Avignon back to Rome. As the Lateran Palace was practically in ruins, the Vatican supplanted it as papal residence.

Summer substitute for the Vatican is a trio of villas at Castel Gandolfo, ancient village south of Rome in the cool Alban Hills. The Roman Emperor Domitian chose this spot on which to erect his splendid palace. On its ruins the Gandulphi family built in the 12th century the villas which were sold to the Vatican in 1623.

The three villas are connected by an enclosed brick passageway to permit movement from one to another in privacy. The castle known as the Villa Papale since the time of Pope Clement VIII is well preserved and contains many artistic treas-

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In the Gir forests, which lie to the southeast of Rajkot, are found the last lions still surviving in India.

Exporting to some extent through the ports of the Kathiawar Peninsula, to world commerce Rajkot sends molasses from its sugar cane, hides from its cattle, and cotton goods and yarn from local cotton fields and mills. Industrial activity is largely confined to cotton and woolen cloth weaving. The traditional manufacture of combs from buffalo horn is an industry which attracted foreign traders.

Note: For additional descriptions of India and its people see "Nature's Most Amazing Mammal" (Elephant), *National Geographic Magazine*, June, 1934; "First Over the Roof of the World by Motor," March, 1932; "Five Thousand Temples of Pagan," October, 1931; "On the World's Highest Plateau," March, 1931; "House-Boat Days in the Vale of Kashmir," October, 1929; and "Pathfinder of the East" (Vasco da Gama), November, 1927.

See also in the GEOGRAPHIC NEWS BULLETINS "Trouble in India's Border Realms, on 'Wee Willie Winkie's' Frontier," October 31, 1938; "Knitting Together the Crazy Quilt That Is India," May 3, 1937.

Bulletin No. 1, March 27, 1939.

Photograph by Maynard Owen Williams

GANDHI'S PASSIVE RESISTANCE CAUSED ACTIVE DISTURBANCES IN BOMBAY, 400 MILES AWAY

One little man in a little peninsular state caused a crisis in Bombay, India's second largest city. Markets closed, and government ministers telegraphed to the Viceroy for help. The templelike building is Bombay's giant Post Office. Feeding in the square in front of it are goats, and the pigeons which are protected because of the Moslems' reverence for them.

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China's Grand Canal Is Still Longest Artificial Waterway

AFTER recent advances, the Japanese army claimed control over most of China's Grand Canal, the 2,500-year-old pride of Chinese engineers. Except for a short stretch north of Paoying, all of the canal north of the Yangtze is in Japanese hands. Since Japanese authorities have also begun to operate the railroads in territory under their control, their acquisition of the canal amounts to a vital step in taking over the channels of Chinese commerce.

The Grand Canal, rambling for a thousand miles across the coastal plain of China, is the longest artificial waterway in the world. From Hangchow to Tientsin it traverses a distance almost equal to three Erie canals, once one of America's longest waterways. In its way the Grand Canal of China is as great a monument to human industry as the Great Wall.

"Move-Goods" River Manufactured Early by Chinese

More than 500 years before the birth of Christ, Chinese engineers were erecting dikes and digging ditches in the vicinity of Yangchow, and gradually through the centuries this great artery of trade and travel was extended north and south until it provided a safe inland waterway for half of China's seaboard.

For many centuries the Grand Canal was the only means of inland communication between North and South China. While no one took care of the few rocky highways of the country, thousands of laborers were always at work repairing the dikes and sluices of the canal, diverting lakes and rivers to feed it water, and detouring other streams to prevent it from getting too much.

The canal crosses three of China's largest rivers, the Yangtze, the Yellow, and the Whangpoo. In some sections it runs above the level of the land.

In length and importance it compares favorably with many rivers, and in fact the Chinese call it a river—Yun Ho. "Move-Goods" River is a name which gives an idea of its importance even when Marco Polo reported admiringly on its size and usefulness.

Home and Highway Combined

The Grand Canal is not only an avenue of trade. It also provides parking space for thousands of houseboats.

Formerly both banks of the canal were lined with stone, but the more substantial walls were destroyed by the Taiping rebels—although remnants of the original banks can be seen in places. The most scenic features of the Grand Canal are its picturesue boats and beautifully arched bridges. Many of the latter leap the waterway in a single stone span. Others are of several arches, their balustrades adorned with stone lions, monkeys, and elephants, which make them favorite subjects for the pens and brushes of artists.

In the low hills of Shantung the course of the canal follows a region so undulating that, although locks are numerous, at several places dams have been constructed across it to remedy the difference in level of its bed. A junk about to cross a dam is first unloaded; the sluice gate is opened, and the junk is then pulled over the dam by a rope worked on a drum.

Chinese tradition says the first section of the canal was dug at the order of a king of the Shui dynasty in order to satisfy a whim of his queen, who wanted to make a trip south by water without getting seasick. Later it became a channel of

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ures. Marconi installed a receiving and sending radio station. Villa Cibo, least important of the three villas, was originally used as a guest house. Villa Barberini, highest in the Alban hills, was singled out by the late Pope for extensive remodeling.

From the Villa Barberini leafy walks lead through a combined grove and garden to the "belvedere," a vantage point which looks down upon a splendid panorama. Below the belvedere, in a formal garden, playing fountains and the statue of a Bacchante loom up against a background of cypresses. Each garden plot is adorned with stone vases holding miniature orange trees. Tiles in the stone work display the coat of arms of Pope Pius XI.

Farther down hill, beyond olive groves and beehive-studded meadows, is the farm which furnishes dairy products, eggs, poultry and honey for the summer villas and for the Vatican in winter. The Pope's chickens are housed in colorful quarters with blue and green walls and roofs of red and white tiles. The dairy barn, housing sleek brown cows, is a model of scientific modern methods and sanitation.

Castel Gandolfo overlooks Lake Albano, in the crater of a prehistoric volcano. Near by is the ancient town of Albano, from which the Appian Way runs in a narrow white line direct to Rome (illustration, below).

Note: See also "Vatican City: Treasure House of the Ages," *National Geographic Magazine*, March, 1939; and "Imperial Rome Reborn," March, 1937.

The March 6, 1939, issue of the GEOGRAPHIC NEWS BULLETINS describes the main papal residence in "The Vatican, A Thumb-Nail State of World Importance."

Bulletin No. 2, March 27, 1939.

Photograph by Hans Hildenbrand

SHORTEST WAY HOME TO THE NEWEST PAPAL RESIDENCE IS THE ANCIENT APPIAN WAY

A modern street sign identifies the roughly paved *Via Appia Antica* once tramped by Roman legions. With vineyards on each side, the old highway descends from Albano, near Castel Gandolfo, and crosses the Campagna, whose grassy waves are strewn with wreckage of a foundered civilization: fallen arches of aqueducts, ruined tombs and towers. As they have since the road's beginning, wine carts rumble down from the hill towns—called *Castelli*—to bring Rome the covered casks of Castelli wine, which must travel by cart or lose its flavor, according to tradition. Today, trucks speed down the Appian Way every morning in the winter taking food-stuffs from the Pope's farm to the Vatican.

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Baja California: Mexico's Flowering Desert

A SPY scare in Mexico came to a head recently when police reported that an improvised short-wave station was radioing to Germany, in code, the soundings of Magdalena Bay, on the west coast of the peninsula of Baja (Lower) California.

The bay, considered one of the best harbors on the entire Pacific coastline of North America, was for a time used by the U. S. Navy for target practice. Although not leased, it was "borrowed" from year to year by a neighborly request from the State Department and a neighborly consent of Mexico. For three years the United States had permission to maintain coaling vessels in the Bay. Tension between the two governments around 1912, however, put a stop to the Navy visits.

Magdalena Bay offers nearly eighty square miles of protected anchorage, for two coastal islands dovetail into the shoreline to guarantee its waters an almost land-locked serenity. With a clear entrance channel three miles wide, and inner dimensions of twelve and seventeen miles, the harbor has space for the entire U. S. fleet to steam in and anchor.

Peninsula Reaches Same Latitudes as Arabia

But the harbor that sounds like an answer to a sailor's prayer is not so satisfactory in actual practice, because of the arid nature of the surrounding land. Fresh water must be imported, as there may be five years between showers.

Much of the rest of Baja California suffers from the same scarcity. Although on the list of Mexico's states it stands fourth from the top in size, its rank is fourth from the bottom in population. It is over half the size of the State of California; yet, in 59 per cent as much territory, the Mexican district has only one one-hundredth as many inhabitants.

Irrigation, highways, tanneries and other developments of recent years have started to rescue the 800-mile peninsula from its tropical lethargy. But much of it still consists of cactus-covered desert and mesa, where not once in a year does the rain come to coax thorny growth into blossom. It reaches across the Tropic of Cancer into torrid heat, its latitude matching that of Arabia. Water holes are mapped, oases are protectively fringed with date palms.

Twice "Annexed" to United States

Some of Baja California's valleys have turned into corn land and cotton plantations with the help of irrigation. A Russian settlement near Ensenada grows wheat. Lemons, oranges, grapes, and melons, as well as olives, thrive when canals or artesian wells bring them water. A favorite Mexican delicacy is the dried fig or the dried date grown and cured beneath the Baja California sun. Most important farming development in the peninsula is the rich, irrigated Mexicali Valley at the mouth of the Colorado River, a continuation of the California agricultural region, Imperial Valley. Winter vegetables from Mexico supply San Diego.

At high tide a dangerous tidal bore from the Gulf of California rushes up the Colorado. The overflow spreads into a desert sink and creates a miniature Salt Lake, the shallow Laguna Salada west of the Cocopas Mountains—a briny stretch 35 miles long and more than half as wide. With the Colorado heading the list, Baja California has only a half-dozen streams large enough for year-round flow along its entire 2,000-mile coast.

Hope of gold and pearls lured Cortez to turn his attention from Mexican Montezumas to a search for the fabulous islands of the Californias. He sent expeditions up the Gulf of California which earned that body of water the title of

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tribute, more than one million pounds of rice being shipped north to the Peiping Government by southern provinces as "protection."

Royal Tribute in Rice Boats Had Right of Way

Rice tribute boats were privileged craft on the Grand Canal. They could demand and obtain the right of way when other junks and sampans were tied into traffic knots for weeks. They were free of the petty tyranny of the lock keepers, who demanded a private rake-off from every passing boat.

Even at their speediest, however, boats on the Grand Canal move very slowly. Most of the motive power is human muscle, thousands of coolies toiling like horses to move the big boats along. As the canal makes use of many lakes and wide rivers en route, the sails of larger craft give them an advantage over those poled or rowed, particularly on long hauls (illustration, inside cover).

In recent years the Grand Canal has fallen into neglect. Many of the locks are in ruins and long sections are silted up from flood overflows. Railroad lines parallel almost the entire route of the canal, but several efforts have been made to restore it as a cheap secondary means of transportation. Many fine examples of early Chinese engineering ability—such as the great viaduct north of the Yangtze River, which carried the canal over sunken country on top of stone arches twenty feet high—need only ordinary attention to be kept in usable condition.

Note: Additional descriptions and photographs of the Grand Canal will be found in "Grand Canal Panorama," *National Geographic Magazine*, April, 1937; and "Life Afloat in China," June, 1927.

Bulletin No. 3, March 27, 1939.

Photograph by Willard Price

THE DRAGON OF DROUGHT GETS THE CANAL WATER CURE

"Drown your troubles" is taken literally by superstitious Chinese farmers, who ceremoniously dump into the Grand Canal an image of the evil spirit keeping the rains away. A clay dragon three feet long, with "scales" of clam shells, receives the polite apologies of kowtowing farmers and their wives for the rough treatment it is about to get. Incense, firecrackers, bugles, and banners pay respectful tribute. Then the table is lifted to the shoulders of pole-bearers for the final procession to the canal side, where the dragon goes overboard.

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Hendaye Has Been French Keyhole for Spanish War Reporters

PEACE moves in Spain slowed down to a walk the exciting wartime tempo of the French border town, Hendaye. Especially during the early months of the Spanish conflict, the frontier settlement shared world prominence with national capitals, for it was the source of news dispatches about the bitter struggle in northern Spain.

Lying directly across the frontier river from the Spanish towns of Fuenterrabía and Irun, Hendaye offered a vantage point from which the strife could be observed in relative safety—with field glasses. Newsmen and refugees were grateful for its accessibility by boat, bridge, and even swimming. It served also as temporary headquarters for foreign diplomats.

Excitement from Smugglers and Travellers

When all's quiet on the southern front of France, however, the Basque town has but two reasons for existence—its long straight beach and the French customs inspection. Railroad and street car bridges cross the border at Hendaye. The highway crosses a mile or two south.

Perched on the brink of France, Hendaye has been enlivened for centuries by the passing show of international wayfarers. It has been the haunt of spies, conspirators, and smugglers. It has seen kings pass by, and gorgeous ambassadors, wily politicians, devout pilgrims, dejected exiles. Few have lingered much longer than the few hours forced upon them when leisurely customs inspection made them miss stagecoach or train.

At the ultimate southwest corner of France, the town occupies a minute triangle bounded by two waterfronts and the round wooded hills of the Pyrenees. Small as it is, with about five thousand inhabitants, it has two parts and two personalities. Facing the Bay of Biscay is a beach resort with a holiday aspect. But business is the concern of Hendaye Ville, fronting on the frontier River Bidasoa and flinging across it an international bridge.

Hendaye's holiday half consists of a promenade, which follows the beach of velvety yellow sand, and a row of white villas and small hotels with red-brown roofs of tile, shuttered slits of windows, and heavy wooden balconies in typical Basque style. The resort asserts its French nationality by an 18-hole golf course instead of the bull ring found in Spanish towns. Hotels serve special Basque foods: pimiento omelettes, goose livers, and pigeon stew.

Pierre Loti, Cardinal Mazarin, and Velasquez Appear

Year-round core of Hendaye is the old Basque town facing the river. Place de la Republique, where Basque festivals are held, is dominated by a 15th-century church with the town's coat of arms over its portal; its little tower is a landmark for Basques afloat. A stairway descends to the Bidasoa River, where a jetty is lined with fishing boats.

Basque boatmen, wading bare-legged among their rowboats, regard the boundary line as little more than the finish line of a race. Boldly they defy the customs patrol, especially when food is scarce enough to make smuggling profitable. Officially, however, lacking the whales their ancestors used to pursue, they fish for sardines.

As a member of the French garrison, Pierre Loti lived for years near the river in the house now named for him, close enough to observe the reckless smuggling he described in *Ramuntcho*. Here his eventful life came to an end in 1923.

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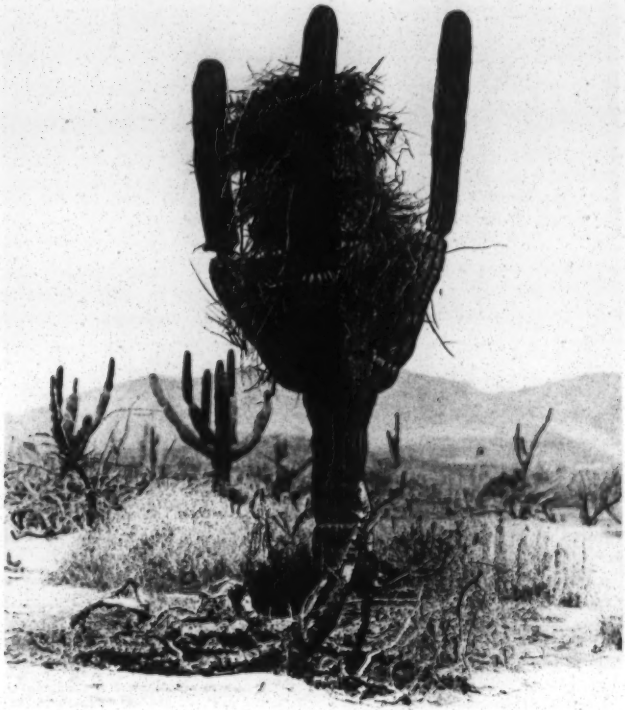
"Sea of Cortez." After dispatching ship after ship, Cortez himself sailed in 1535 for the bay of La Paz, seeking the pearls which today are still fished for in the same waters. Artificial propagation of the pearl oyster beds has been necessary, however, to maintain the supply.

Turquoise, tourmaline, and onyx have been other lures to prospectors, but the main attraction is still gold. Lower California had its gold rushes in 1870 and 1889; its output has exceeded $15,000,000 worth of gold, extracted mainly by placer mining. Silver, copper, iron, and marble are among the other mineral resources.

Called the "Mother of California" because of its priority in discovery and settlement, Baja California has twice been temporarily annexed to the United States. During the Mexican War in 1847 the territory was occupied by American troops. Six years later the international freebooter William Walker boldly "captured" the area, making his headquarters at the capital, La Paz, and set up a swashbuckling republic with a flag concocted of the stars-and-stripes motif. He was acquitted later in a San Francisco trial.

Note: For further material about Baja California see "Birds That Cruise the Coast and Inland Waters," *National Geographic Magazine*, March, 1934; "Cruise Among Desert Islands," July, 1923; and "Adventuring Down the West Coast of Mexico," November, 1922.

Bulletin No. 4, March 27, 1939.



Photograph by G. Dallas Hanna

THE OSPREY HANGS HIS HOME IN A CACTUS TREE

Santa Margarita Island at the northern entrance of Magdalena Bay, like many other parts of Lower California, is too arid to support many trees except the giant cactus, which sometimes reaches a height of sixty feet. The raspberry-flavored fruit develops as a knob about two inches thick on the end of branches. The fruit lures woodpeckers and cardinals, but the year-round resident of the cactus is the osprey. Adding a new layer of sticks to the nest each year, the osprey sometimes stacks up such a bulky home that it breaks down the cactus.

As a border convenience, the Hendaye neighborhood has several international and neutral spots. At the mouth of the River Bidasoa in Higuer Road, boats under any flag may lie at anchor in the peace of neutrality.

Another international zone is the Island of Pheasants in the Bidasoa, which can be reached on foot from the French side at low tide. This overgrown sand bar enjoyed great prominence when cautious kings convened there to settle disputes on neutral ground. Boundaries were changed, royal brides swapped, and territories transferred. Its decoration was once superintended by the artist Velasquez in person. It has been called also the Isle of the Conference since 1659, when wily French Cardinal Mazarin made peace there with Spain and arranged for the marriage of Louis XIV. Napoleon III and Isabel of Spain collaborated in restoring the island fifty years ago.

Note: The Basque section of France around Hendaye is further described in "A Skyline Drive in the Pyrenees," *National Geographic Magazine*, October, 1937.

Bulletin No. 5, March 27, 1939.

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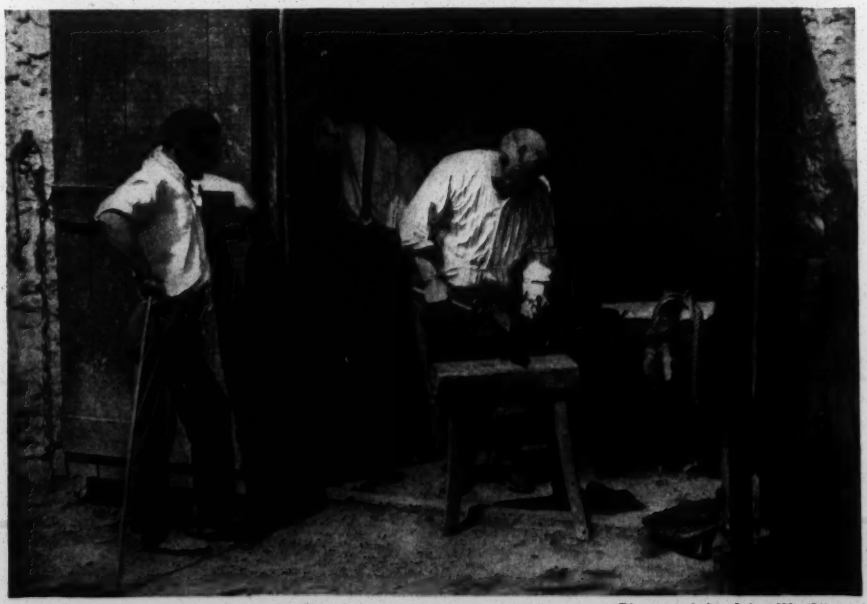

Photograph by John W. Silva

"THE SMITH A MIGHTY MAN WAS HE" IN ANY COUNTRY

Hendaye is the western outpost of colorful mountaineer Basques who people the high valleys of the Pyrenees, unmapped until a century ago. The Basque blacksmith, as brawny as Longfellow's hero, has the distinctive task of shoeing an ox, which has been tied up for safety. Even suspenders do not oust the sash from the Basque costume, of which the beret is the customary finishing touch. This group was photographed in the village of St. Pé, French Basque settlement at least a thousand years old in the mountains east of Hendaye.